

INDIANA AND ILLINOIS NEWS

Alexander Brookshire's Friends Are Wondering Where He Can Have Gone.

The Brother of the Congressman Collected a Big Roll of Money, Loaded His Family in a Wagon at Night and Off They Went.

INDIANA.

Queer Disappearance of a Well-Known Montgomery County Family.

Special to the Indianapolis Journal.

CRAWFORDSVILLE, April 13.—Word was received this morning from Ladoga of the sudden disappearance of Alexander Brookshire, a brother of E. V. Brookshire, the Congressman. Brookshire has always stood well in the community and county, and had the confidence of men of all parties. His business was that of a stock-raiser. He lived on the farm of E. V. Brookshire, near Ladoga, and carried on his business on an extensive scale. He accumulated money, which he put in the bank, and this money he seemed to be keeping for some emergency. About a month ago the report was circulated that he was going into the saloon business at Ladoga, but this he denied, saying that he was going into the cattle business upon a larger scale. Since April 4 Mr. Brookshire, his family and all their effects have disappeared from their former home, and up to date no person seems to know where they are. (On the night of that date he loaded all his household goods in wagons, and with his family, drove away from his brother's farm and disappeared. An investigation shows that he drew over \$4,000 from the two Ladoga banks the day he vanished, and also that he received various sums of money from his friends on notes, mostly secured by Drake Brookshire, his father.

Who Killed Haridan?

Special to the Indianapolis Journal.

MARION, April 13.—A sensation was created here to-day by the publication of an affidavit by Nancy E. Burke, in which she declares that Tobias Hullinger confessed to her that he had killed William Haridan for his money on the night of March 3. Haridan's body was found in the morning near the Panhandle railroad, with the skull crushed. The coroner devoted several days to an investigation, and though no evidence could be found sufficient to implicate any one, the prevalent opinion was that Haridan had been murdered. The opinion still prevails, but Miss Burke's story notwithstanding, she admits that she was but slightly acquainted with Hullinger, and that he had no apparent motive for killing Haridan. She was prompted to make the affidavit by a fortune teller, who told her that something weighty was troubling her soul, and that she would be better off unless she confessed. The affidavit simply increases the mystery that surrounds the death of Haridan.

Building Up a Town.

Special to the Indianapolis Journal.

YORKTOWN, April 13.—The Western Improvement Company is now building a fine hotel on its land near Yorktown, its dimensions being one hundred feet long by sixty wide, and three stories high. The new flouring-mill, of two hundred barrels capacity, at the head of the lake, has already been commenced. The aluminum-works, from Bucyrus, O., are now here awaiting switching facilities which are being put in by the Big Four, that the machinery may be unloaded from the cars, and the building of the furnaces commenced. The brass and novelty-works will be opened up with a full complement of laborers. A car-load of carpenters had to be sent for last week.

Story Should Never Have Been Sent Out.

Special to the Indianapolis Journal.

MUSKEG, April 13.—The County Commissioners, Prosecutor Leifer and County Attorney W. W. Orr, with newspaper men, went to the county infirmary to-day and made an investigation of the serious charges against Superintendent Watson and his family by John Cannon and Michael Callahan, two old inmates. Besides the two men who made the charges, sixteen other inmates and servants were questioned, and with one exception, all branded the allegations of Callahan and Cannon as false. Cannon, saying that treatment and food was all that could be asked, and that the charges were made for spite-work. The commissioners decided the investigation exonerates Mr. Watson's family.

Young Bloods Against "Old Codgers."

Special to the Indianapolis Journal.

PURDYSVILLE, April 13.—The Democrats of Gibson county have at last kissed and made up, with the understanding that the "old codgers" take a back seat and the young bloods be permitted to run things to suit themselves. There will be no more conventions held to select delegates to attend the State convention. The Democratic editors of the county have had their heads together for some time and have succeeded in smoothing things over, and published their declaration. Everything is cleared up, with Gray at the tail. A Democratic club has been organized and the Gibson county Democratic orators will stump the county.

Judge Taylor Will Decide To-Day.

Special to the Indianapolis Journal.

TERRE HAUTE, April 13.—The day in the Circuit Court was spent in heated controversy between the lawyers, in the proceedings for contempt against the Chicago Tribune correspondent and against the editor and proprietor of the Express. Judge Taylor again refused to permit the defense to take the testimony of grand jurors in regard to the manner in which the investigation of the city-contract scandal was stopped. The being permitted to take the testimony of grand jurors in regard to the manner in which the investigation of the city-contract scandal was stopped. The being permitted to take the testimony of grand jurors in regard to the manner in which the investigation of the city-contract scandal was stopped.

Wanted to Feel the Big Engine.

Special to the Indianapolis Journal.

WINCHESTER, April 13.—William Conklin, aged fifty-two years, living near Randolph, a Panhandle station in this county, was run over by a fast train last night and literally torn into shreds. Deceased had shown signs of insanity for the past few months, and was being closely watched by his family, who observed he was at home and in bed at 10 o'clock. Search two

Movements of Steamers.

Special to the Indianapolis Journal.

NEW YORK, April 13.—Arrived: Elbe, from Bremen; City of New York, from Southampton.

SOUTHAMPTON, April 13.—Arrived: Havel, from New York, for Bremen.

LIVERPOOL, April 13.—Arrived: Tauris, from New York.

HAMBURG, April 13.—Arrived: Suevia, from New York.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.

L. D. BALDWIN, D. P. A.

CHICAGO \$3.50.

On and After Friday, April 15, 1892, the

Rate to Chicago by the Ever Popular Moon

Route Will Be \$3.50, Round Trip \$7.

The only line running dining cars: an

elegant dinner for 75 cents.

The only line running Pullman vestibuled

trains, heated by steam and lighted with

electricity. An elegant Pullman sleeper

leaves every night for Chicago; the same

stands at west end of Union Station and

can be taken at \$2.00 p. m. East vestibuled

limited, with dining car attached, leaves

at 11:35 a. m.; arrives at Chicago 5:20 p. m.

Night express vestibuled limited leaves at

12:40 a. m.; arrives at Chicago at 7:30 a.

Chicago terminal, Dearborn Station, Polk

street, two blocks from the Auditorium,

and can be taken at Chicago at 7:30 a.

line landing you in the heart of the city.

Ticket offices 26 South Illinois street,

Union Station and Massachusetts avenue.